





## Mails.

## NORDDEUTSCHER LLOYD,

BREMER.

## IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINCESS ALICE" Capt. P. Grosch	About SATURDAY, 13th February.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ REGENT LUITPOLD" Capt. H. Kirchner	WEDNESDAY, 24th February, Noon.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. H. Minssen	THURSDAY, 25th February, 5 P.M.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Beginning of March.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELOHRS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 10th February, 1909.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.  
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	TOURANE	Lancelotti	15th Feb., P.M.
MARSEILLES, VIA PORTS	POLYNESIEN	Bloc	16th Feb., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	NERA	Magnon	1st March, P.M.
MARSEILLES, VIA PORTS	SALAZIE	Magnon	2nd March, at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £17.10 up to £21.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 3rd February, 1909.

## MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BRAU," 1,900 tons, 14 knots.  
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers of the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamoen.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoen, Canton, or to their Agents.

BARRETTO &amp; CO., Hongkong.

Hongkong, 9th October, 1908.

## WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG, WUJIAO, LING.

THE Steamers "LINTAN" and "SAN-UI"  
SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.  
These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

For further information apply to

BUTTERFIELD &amp; SWIRE,

AGENTS,

100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.5 ft. Water on blocks, 38.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 606, or 681.

Telegrams, "Dock, Yokohama," Codes A, B, C, 4th and 5th Edt.

Lieber, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.



EYES

RIGHT

## N. LAZARUS, OPHTHALMIC OPTICIAN.

CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON,

1, John Street, Bedford Row, W.C.

Hongkong, 9th March 1908.

CALCUTTA,

52, Bentinck Street.

SHANGHAI,

566, Nanking Road.

## THE DAIRY FARM CO., LTD.

## FINE FRESH

## AUSTRALIAN BUTTER,

73, 75 and 80 cents a lb.  
Sold in 1/2 lb. pats to suit convenience of customers.

Hongkong, 2nd February, 1909.

PHILATELIC NOVELTY  
suitable for  
PRESENTS.

## BAGS OF USED POSTAGE STAMPS.

Containing:

All Asiatic Stamps.	All Chinese Stamps.
4,000 for \$8.00.	4,000 for \$4.50.
3,000 " 7.00.	3,000 " 3.50.
2,000 " 5.00.	2,000 " 2.50.
1,000 " 2.00.	1,000 " 1.50.
500 " 1.00.	500 " 1.00.

Also Stamps in Packets and Sets, and other Philatelic Requisites at prices to suit everybody.

VIEW POSTCARDS, ALBUMS, HINGES, RAPHAEL TUCK'S TOY BOOKS AND RELIEF SCRAPES, MANILA CIGARS and CIGARETTES, &amp;c., &amp;c.

Inspection invited.

GRACA &amp; CO.,

No. 27, Des Voeux Road.

## NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:—

DAILY—\$36 per annum.

WEEKLY—\$15 per annum.

The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies, Daily, ten cents. Weekly twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Miscellaneous Subscribers as heretofore.

By Order,

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 22nd December, 1908.

## JAPANESE FIGHT.

OILER STABBED FIREMAN ON THE "ITO MARU."

Toichi Aoki, a Japanese fireman on the steamship *Ito Maru*, of the Nippon Yusen Kaisha line, was stabbed to death by Sinsaku Ito, an oiler, in the fore-castle of the steamship at the Great Northern docks, Smith Cove, yesterday afternoon (Jan. 1). In the fight which resulted in the killing, Ito was struck several times in the face, and is cut about the right eye. The body of the dead man has been taken in charge by the Bonney-Watson Company. Ito, who stabbed Aoki, is held a prisoner in the city jail. He was taken there yesterday by Patrolman M. R. Hubbard and Frank Keefe, who had been sent out to the steamer immediately upon the receipt at police headquarters of the news of the killing affray.

Ito admits that he stabbed Aoki, but declares he did so only in self-defence, and used Aoki's knife to do the work. Regarding the details of the stabbing affray, the other members of the crew of the vessel who were witnesses either are ignorant or wish to say little. Through an interpreter but a few details of the affair could be secured from them.

Capt. S. J. G. Parsons of the steamer, turned the matter over to the police and coroner for settlement. The coroner to-day will give what information he has about the case to the prosecuting attorney, who will decide where the charge against Ito shall be filed.

The members of the crew of the *Ito Maru* were in their quarters forward yesterday drinking the birth of 1909. Just what prompted the fight between the two Japanese is not known, but all who will say anything about the matter say that Ito took Aoki's knife from him when he rushed toward him with it. Then they say Ito stabbed his adversary but once.

The knife, believed by the deputy coroner to have been large, from the nature of the wound, entered Aoki's body on the right side forward and about on a line with the armpit. Whether the blade reached the man's heart will not be determined until the post mortem examination.

Aoki dropped to the deck and died within a few seconds. Those who saw the fatal fight rushed out of the fore-castle, and the news of the killing affray soon spread. The dock officers were notified, and through them the police.

## GOODS FROM SPIRIT LAND.

## AMUSING MELBOURNE INCIDENT.

The Australian Customs Department in Melbourne has entered upon a quaint controversy with a local spiritualist, Mr. T. W. Stanford, brother of the founder of the Stanford University in California.

Some years ago he acquired the services of a medium, who claims that he can, when in a trance, cause matter to pass through matter by means of a higher natural law of which we are ignorant.

Recently, in a spiritualistic publication, an article was published on "Miracles in Melbourne," in which a long list was given of articles materialised at local seances.

When the Customs officers read the list, they noted that some of the articles had not passed entry and paid duty, as required by the Customs Act. Mr. Stanford claimed that they were not dutiable, as they had not been imported into the country in the ordinary sense of the word, but had been transported with instantaneousness of thought from India.

The Customs officers did not size the goods in question, but went back to the Department to report and await instructions.

Among the most wonderful things claimed to have materialised, and now in Mr. Stanford's spiritualistic museum, are manuscripts on papyrus and parchment from Assyrian and Babylonian tombs, live birds, and a live snake, as well as those articles the Customs Department considers as dutiable merchandise.

## Intimation.

## PEAK TRAMWAYS COMPANY, LIMITED.

## TIME TABLE.

## WEEK DAYS.

7.00 a.m.	7.30 a.m.	8.00 a.m.	8.30 a.m.	9.00 a.m.	9.30 a.m.	10.00 a.m.	10.30 a.m.	11.00 a.m.	11.30 a.m.	12.00 noon	12.30 noon	1.00 p.m.	1.30 p.m.	2.00 p.m.	2.30 p.m.	3.00 p.m.	3.30 p.m.	4.00 p.m.	4.30 p.m.	5.00 p.m.	5.30 p.m.	6.00 p.m.	6.30 p.m.	7.00 p.m.	7.30 p.m.	8.00 p.m.	8.30 p.m.	9.00 p.m.	9.30 p.m.	10.00 p.m.	10.30 p.m.	11.00 p.m.	11.30 p.m.	12.00 midnight
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## NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m., every half hour.

## SUNDAYS.

8.00 a.m.	8.30 a.m.	9.00 a.m.	9.30 a.m.	10.00 a.m.	10.30 a.m.	11.00 a.m.	11.30 a.m.	12.00 noon	12.30 noon	1.00 p.m.	1.30 p.m.	2.00 p.m.	2.30 p.m.	3.00 p.m.	3.30 p.m.	4.00 p.m.	4.30 p.m.	5.00 p.m.	5.30 p.m.	6.00 p.m.	6.30 p.m.	7.00 p.m.	7.30 p.m.	8.00 p.m.	8.30 p.m.	9.00 p.m.	9.30 p.m.	10.00 p.m.	10.30 p.m.	11.00 p.m.	11.30 p.m.	12.00 midnight
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## NIGHT CARS.

Extra cars at 9.15 p.m., 11.30 p.m. and 11.45 p.m.

## SPECIAL CARS.

By Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

## JOHN D. HUMPHREYS &amp; SON,



**POWELL'S**  
ALEXANDRA  
BUILDINGS,  
and  
28, *Queen's Road,*  
HONGKONG.

3 & 4  
 116

Manager  
 Hongkong, 6th January, 1902







## Telegrams.

## "HONGKONG TELEGRAPH" SERVICE.

## TANG SHAO-YI.

## APPOINTMENT TO THE CUSTOMS.

[By courtesy of the "Sheung Po"]

Peking, 11th February.

After the return of H.E. Tang Shao-yi (from his special mission to America and Europe) he will be appointed Superintendent of the Imperial Maritime Customs.

## THE WAIWUPU.

## CASES AWAITING SETTLEMENT.

[By courtesy of the "Sheung Po"]

Peking, 11th February.

Liang Tuo-in, acting president of the Waiwupu, has asked for returns of all cases awaiting settlement since the 26th year of Kwang Su.

## PROVINCIAL RETRENCHMENT.

[By courtesy of the "Sheung Po"]

Peking, 11th February.

Instructions have been despatched to all the Provinces to do away with the super-numerary officials with a view of curtailing the expenditure in the cost of administration.

## MACAO'S DELIMITATION.

DATE TO BE FIXED.

[By courtesy of the "Sheung Po"]

Peking, 11th February.

The Waiwupu has communicated with the Portuguese Minister in Peking asking that a date be fixed for delimiting the boundaries of Macao.

## LATE DOWAGER EMPRESS' GOLD.

## TO GO INTO THE MELTING POT.

[By courtesy of the "Sheung Po"]

Peking, 11th February.

It is proposed by the Prince Regent to use the gold to the value of some one million taels, left by the late Dowager Empress, for purposes of currency.

It is intended to send the bullion to the melting pot for conversion into gold coins.

## CHAN PIK'S ASSISTANTS.

## FRE-H IMPROBEMENT PROCEEDINGS.

[By courtesy of the "Sheung Po"]

Peking, 11th February.

Although Chan Pik, ex-president of the Ministry of Posts and Communications, has been dismissed his assistants have not been dealt with. They are Leung King-cheung and Ip Yuk-fu.

The Censors propose to commence fresh impeachment proceedings against them.

## RECRUITING FOR THE ARMY.

## FIRST ATTEMPT A FAILURE.

[By courtesy of the "Sheung Po"]

Peking, 11th February.

The Central Government, finding that the first attempt at recruiting soldiers for the Army proved a failure, has invited the Provincial Viceroy to submit suggestions for the successful enlistment of men.

## MARINE COURT.

## OBSTRUCTING VESSELS.

Master Minnie "Cetti," this morning, before the Hon. Commander Basil Taylor, R.N., Harbour Master, Capt. Wilson Couper, master of the British s.s. Tak Hing, charged Kwok Ki, a cargo-boat owner, with obstructing the free access of other vessels to the Ping On wharf on the 10th inst.

Complainant stated that at about 3.45 a.m. on the 10th, he was coming into the harbour along the Southern Fairway. On approaching his wharf, he found defendant's cargo-boat anchored, with two anchors, one being astern and one north, close off the end of the wharf just to the west of his own—but opposite the Western Market. Witness had to reverse his engines to avoid her, and his propellers fouled the line to her eastern anchor. The cargo-boat at the time carried a light aft.

Defendant was fined \$50.

A FISHINGMAN'S MISTAKE.

In the same Court, P.C. Bond charged the master of a fishing boat with using his boat other than solely for fishing purposes yesterday. Prosecution's statement was to the effect that at 11.45 a.m. yesterday, he saw the defendant's boat dredging alongside the s.s. Hikoan Maru. He went alongside and found two bags of coal on board the boat.

Defendant said that he obtained the coal while fishing.

A fine of \$5 was imposed.

## THE POSITION IN PEKING.

The tendency to infer from the outward peace prevailing in Peking that all is well there and that the downfall of Yuan Shih-kai was as sedulously represented, the outcome of the Regent's natural resentment against the manipulator of the coup d'état in '08 has been challenged in only one quarter. A telegram from our correspondent in the Capital announced that the British and American Ministers had made representations to the Waiwupu on the dismissal without apparent reason of H.E. Yuan, but that, while the consensus of foreign opinion favoured their action, their Legations had held aloof. To many it has seemed strange that two Powers which have been the most consistent in their friendly support of and advice to China should have stood alone in venturing a warning to the Chinese Government on a matter of internal administration. Fuller knowledge, however, of what is passing in Peking strengthens the conviction that the action of the two Ministers, no means amounted to gratuitous interference with China's affairs, but was altogether in keeping with their Governments' anxiety to render this country every possible assistance at this period of its history. Chinese officials have long been famous for their ability for using words to conceal their ideas, and they have been quick to enlist the assistance of the new Chinese Press for the perfection of this art. For ten years only one reading had been current of the events of 1908, but with the downfall of Yuan Shih-kai native newspapers throughout China discovered suddenly with striking unanimity a wholly different interpretation. Whether the sun of the former Viceroy of Chihli has set for ever cannot be known as yet; but may assist any effort to anticipate the verdict of history, if we recall yet another version of the incidents that led to the re-establishment of the late Empress-Dowager as *de facto* ruler of China.

By the departure in 1893 of the Empress-Dowager to her country palace at Yuenming, where she intended to remain, holding aloof from affairs of state, the Emperor Kuang Hsi entered upon his lawful inheritance, and at once began to gather round him many young reformers, among whom the most prominent was Kang Yu-wei. To these advisers is attributed the decision to dismiss all the older officials who stood condemned as a bar to progress, and edicts to this end appeared in rapid succession. An early victim was the then Governor of Honan, special friend of the Empress-Dowager. When the latter heard of his dismissal, she inquired into the position of affairs in Peking and conveyed a stern rebuke to the young Emperor. The reformers became alarmed and decided to entrench their position against possible action on the part of the Empress-Dowager. Yuan Shih-kai then in command at Tientsin of some twenty-five thousand foreign-drilled troops under Juong Lu, Viceroy of Chihli, was summoned to the Palace. Received by Kang Yu-wei and the firebrand of the Reform party, Zing Zi-chih, so our version runs, he was ordered to surround the Empress-Dowager's residence with troops. Yuan Shih-kai temporized by refusing to act without instructions from his Viceroy or the Emperor, but was handed shortly afterwards what purported to be an order to the same effect from Kuang Hsi. On leaving the palace, as the reformers imagined, to carry out their behests, he sent a message at once to the Viceroy of Chihli acquainting him with what had occurred. The latter warned the Empress-Dowager and ordered Yuan Shih-kai to place his troops at her disposal. If this version of the incident be correct in all its details, it follows that Yuan Shih-kai's action will hardly bear the invidious interpretation that has been put upon it with a view to justifying his recent dismissal. At the same time there might still be good cause why the Prince Regent should not feel well disposed towards the commander of the foreign drilled troops in 1908; but suspicion is naturally aroused by the unanimity with which the Chinese Press has accepted one and only one explanation of the dramatic downfall of the most prominent man of the day.

Not the least difficulty experienced by foreigners in accepting in its entirety the popular reason of Yuan Shih-kai's dismissal, is that it startled the general belief in the Grand Councilor's paramount position at Court both before and after the death of the late Emperor and Empress-Dowager. If on the other hand we accept the view that may be presumed to have prompted the British and American Ministers to make friendly representations to the Chinese Government, we shall find that the position in Peking, ten years on from the old struggle between Manchu and Chinese. The forefront of Yuan Shih-kai's offending had been the attempt to unify the interests of the two races by removing the barriers that kept them apart, namely Manchu privileges. This levelling process had been resented by Manchu officialdom as a whole from the outset, but the stalwart patronage of the Empress-Dowager had preserved Yuan Shih-kai from its revenge. At the time of the Imperial death Yuan Shih-kai's services were needed in Peking, for he was regarded as a useful asset against possible disturbances in the Capital or the provinces. The Manchus, however, were biding their time, while undermining Yuan's influence; and his refusal, in which he was supported by Prince Ching, to sign an edict for the recall of Kang Yu-wei gave them the handle for action. Since his removal the policy of consolidating the power of the Manchus has been carried out unhindered, with the result that apart from the Regent, affairs of state are in the hands of three of the most reactionary members of the Peking Government. Fortunately there is still Prince Ching to be reckoned with, and if he does not allow anxiety to dispose with foreign assistance to dominate the situation, he may find encouragement in the representations of the British and American Ministers to persevere on sound lines of reform and defeat the machinations of reaction. —N. G. D. News.

## CHINESE STOWAWAYS.

## PREVENTING THEIR LANDING IN AUSTRALIA. COMMUNICATION WITH THE HONGKONG GOVERNMENT.

A Melbourne despatch of 30th Dec. says:—Satisfaction was expressed to-day by the Prime Minister at the result of the more vigorous searching to which vessels from China are now being subjected.

"I do not think many Chinese will escape us in this way in future," remarked Mr. Fisher. "We seem to be doing fairly well. The Courts yield to be searched again before we shall be quite satisfied."

Asked whether he was going to put into operation in this case the provisions of the recently-passed Stowaways Act, which makes owners liable to a penalty of £100 for each stowaway, he answered, "I think we must; the Act will go a long way to stop the traffic."

Mr. Fisher intends to have copies of the Act at once distributed among the Customs officers and other officials around the coast of Australia, who may be called upon to administer the immigration laws. One of the three Chinese discovered on the *Courfield* had lost the sight of an eye through a hot cluder falling from the furnace into the tank where he was hiding.

The Secretary to the Minister for External Affairs says that some time ago the Government of Hongkong was asked to bring prominently under public notice the fearful sufferings of the Chinese stowaways. It was thought that this would act in the way of a deterrent. The Government replied, stating that every possible step in the direction indicated would be taken.

## COMMERCIAL.

## WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write on the 12th inst.:

There has been more confidence in our market during the week under review, and most of our leading stocks have been in good demand.

The ordinary half-yearly meeting of shareholders in the Hongkong and Shanghai Banking Corporation is advertised to take place on Saturday, the 20th inst., at noon. The Register of shares of the Corporation was closed on the 9th inst., and will be re-opened on the 20th inst.

Banks.—Hongkong & Shanghai Banks have ruled fairly quiet during the week under review, but at the close are wanted at \$95. The London quotation has not fluctuated and remains the same as last quoted.

Marine Insurances.—Cantons continue on offer at \$190. Sales of North China have been effected at \$130. Unions have been sold at \$330 during the early part of the week, but have since receded to \$315, at which rate they have changed hands.

Fire Insurances.—Hongkong Fires are slightly firmer and have inquiries at \$330. China Fires have been done in small lots at \$306.

Shipping.—China and Malacca are again on offer at \$2, while Douglases can be placed at \$34. Hongkong Canton and Macao Steamboats have buyers at \$18, the final dividend of \$14 per share paid on the 9th inst. Indo-China preferred and deferred have buyers at \$38 and \$18 respectively. Shell Transports have experienced a sharp rise to 49½ and close in demand in sympathy with the rise in London.

Refineries.—China Sugars have been dealt in to a fair extent at rates ranging between \$125 and \$130. There is no change to report in Peak Sugars.

Mining.—Chinese Engineerings are on offer in the North at \$16.55. Rauba are firmer and can be sold at \$74.

Docks, Wharves and Godowns.—Kowloon Wharves have been sold at \$16½ and more are wanted. Whampoa Docks after sales at \$9½ are on offer at \$9½. Shanghai Docks have improved to \$1.78, at which price they are required for. Hongkong Wharves have experienced a sharp rise and the cash price reached as high as \$1.68, besides a considerable forward business being done at equivalent rates. A. the close they are firm at \$1.65.

Lands, Hotels and Buildings.—Hongkong Lands have advanced to \$97, at which price they can be placed. Humphreys Estates have sellers at \$8.65; ex the dividend of 60 cents per share paid on the 6th inst. Kowloon Lands are quoted at \$39½ ex the dividend of \$14 per share paid on the 9th inst.

Cotton Mills.—A further rise in Exos has taken place and buyers prevail in the North at \$1.90. Hongkong Cottons are required for and can probably be placed at \$94. In other stocks under this heading we have no business to report.

Miscellaneous.—China Borens have been fixed at the improved rate of \$14. China Light and Powers are steady at \$4½. China Providents have been booked at \$9.10 closing with further inquiries at \$9.20 ex the dividend of 80 cents per share paid on the 6th inst. Dairy Farms can be placed at \$14. Glen Island Cement have weakened to \$3.70 at which rate there are sellers. In the North Langkats have suffered a severe decline to \$1.80, with sellers, while Sumatras show a further improvement on last week's quotation and have been sold at \$1.25.

Exchange.—The Bank's selling rate on London is 1/9 1/16 on demand. The T/T rate on Shanghai is 74½.

Dividends Payable.—Lau Kung Mow's dividend of \$1.4 per share for 1908, payable in Shanghai on the 15th February. Hongkong and Shanghai Banks—dividend and bonus of 2/15 per share for 1908 payable on the 20th February. Hongkong and Whampoa Docks—dividend of \$1 per share for 1908, payable on the 22nd February. Shanghai Lands—final dividend of \$14 and bonus of \$1.2 per share for 1908.

Forward Settlements.—The following dates have been fixed by the Stock Brokers' Association of Hongkong for Forward Settlements:

February Settlement 26th Feb.

March 30th March.

April 30th April.

May 31st May.

June 30th June.

July 31st July.

## Today's Advertisements.

## HONGKONG ROPE MANUFACTURING CO., LD.

THE 35TH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANIES OFFICE, 21, George Street, Hongkong, on SATURDAY, 13th February, 1909, at Noon, for the purpose of receiving a Statement of Accounts and the Report of the General Manager for the year ending 31st December, 1908, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED FROM THURSDAY, the 23rd of February, to SATURDAY, the 27th February, both days inclusive.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 12th February, 1909. [173]

## FIRE INSURANCE ASSOCIATION OF HONGKONG.

## RACE HOLIDAYS.

NOTICE is hereby given that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS at 11.45 A.M. on TUESDAY, WEDNESDAY and THURSDAY, the 16th, 17th and 18th instant, respectively.

By Order.

A. R. LOWE, Secretary.

Hongkong, 12th February, 1909. [176]

## MARINE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE is hereby given that MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS at 11.45 A.M. on TUESDAY, WEDNESDAY and THURSDAY, the 16th, 17th and 18th instant, respectively.

By Order.

A. R. LOWE, Secretary.

Hongkong, 12th February, 1909. [177]

## THE ELECTRIC TRACTION COMPANY OF HONGKONG, LIMITED.

## HONGKONG RACES, 1909.

ON the 16th, 17th, 18th, and 20th of February, a SPECIAL SERVICE OF CARS will be RUN between the Post Office and Race Course.

The ordinary stopping places will not be recognized, but can stop on request of passengers desiring to enter or alight.

All cars will stop at Garden Road. Passengers leaving the Race Course are requested to wait the arrival of cars at the terminus and not to board cars on the way up.

J. GRAY SCOTT, General Manager.

Hongkong, 12th February, 1909. [171]

## E. R. QUEEN'S COLLEGE.

TERM begins on MONDAY, the 15th instant, at 9 A.M.

Hongkong, 12th February, 1909. [172]

## E. R. HONGKONG TECHNICAL INSTITUTE.

## QUEEN'S COLLEGE.

EVENING CLASSES in the following Subjects will resume work on MONDAY, February 15th:

ENGINEERING SECTION: Building Construction and Drawing. Machine Drawing. Steam. Mathematics. Mechanics. Physics.

COMMERCE SECTION: English. French. Shorthand (including Typewriting). Book-keeping.

SCIENCE SECTION: Chemistry (Theoretical and Practical). Physics.

TEACHER'S CLASS: English.

Copies of the Prospectus and Entry Forms for intending Students may be obtained on application to the Undersecretary.

E. RALPHS, Director.

Hongkong, 12th February, 1909. [173]

## CRICKET.

## HONGKONG CRICKET CLUB.

"B" Team of Police. The undermentioned players will represent the "B" Team of the Hongkong Cricket Club in the above League match to-morrow afternoon, on the Club's ground, commencing at 2.15 p.m.—R. Hancock, H. Hancock, T. E. Pearce, A. A. Claxton, H. D. Sharple, A. C. Leith, L. J. S. Sill, (The Buffs), A. O. Lang, S. S. Logan, F. H. H. Stevens, and A. N. Other.

CRATONPOWER & CO. A. The above league match will take place on Saturday next on the former Club's ground at 2.15 p.m. Cratongpower team:—L. E. Lammer (Capt.), G. A. Hancock, A. O. Brown, R. Bana, W. H. Vivasah, H. L. Minderson, A. Osman, J. D. Norris, R. Panton, L. A. Rose and S. B. Ballwala.

LEAGUE TABLE. The following is the table up to date:

Club	P	W	L	D	P	Percentage
H. K. "B"	8	8	0	0	8	100.00%
Civil Service	9	1	1	8	80.00%	
Hongkong "A"	9	1	1	3	4	66.66%
Telegraphs	10	7	2	1	5	55.51%
Cratongpower	12	3	4	2	—	25.00%
G. G. A.	10	3	6	1	—	33.33%
Kowloon	11	2	9	0	—	18.18%
Royal Engineers	9	1	7	1	—	11.11%
H. K. Police	10	1	8	1	—	11.11%
N. E. A. win points	1	0	1	0	—	0.00%
A loss	—	—	—	—	—	—
A draw	—	—	—	—	—	—

## Today's Advertisements.

## THE TRADE MARKS ORDINANCE, 1898.

## APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that LUI SHIU KI, who carries on business under the style of Yan Hing, of No. 1, Kwong Fung Lane, Sai-Ying-Poon, Victoria, in the Colony of Hongkong, also at the Shing Man Chai of the Yan Hing, and the Man Wai Chai in the On Lan Main Street, Canton, in the Empire of China, and also in Hongkong, and as the Lung Wa and Fat Pat Chai of the Lung Wa and Fatshan, in the Empire of China, and also in Hongkong, Dye Manufacturer, has, on the 27th day of October, 1908, applied for the registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:

1. Fifteen Chinese Characters in three columns the translation of which in the English language is as follows:—"Canton City Yan Hing Ho skillfully manufactures vermilion mixable with lacquer for supplying customers," above which is an oblong tablet on which appear eleven Chinese Characters in three columns the translation of which in the English language is as follows:—"Yan Hing Ho manufactures vermilion mixable with lacquer for supplying customers," both of which marks are used together and form one trade mark.

2. Thirteen Chinese Characters in two columns the translation of which in the English language is as follows:—"Manufactured under the supervision of Lung Wa Fat Pat Chai's skillfully manufactures vermilion mixable with lacquer," above which is an oblong tablet on which appear fifteen Chinese Characters in three columns the translation of which in the English language is as follows:—"Fat Pat Chai Lung Wa with extra labour manufactures vermilion mixable with lacquer for the wholesale trade," both of which marks are used together and form one trade mark.

3. Fifteen Chinese Characters in three columns the translation of which in the English language is as follows:—"Man Wa Chai Canton City skillfully manufactures vermilion mixable with lacquer for supplying customers," above which is an oblong tablet on which appear eleven Chinese Characters in three columns the translation of which in the English language is as follows:—"Man Wa Chai manufacturer of vermilion mixable with lacquer for supplying customers," both of which marks are used together and form one trade mark.

In the name of LUI SHIU KI, who claims to be the sole proprietor thereof.

The Trade Marks have been used by the Applicant in respect of MINERAL DYES in Class 1 since the year 1892.

Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Office of the undersigned.

Dated this 11th day of February, 1909.

DEACON, LOOKER & DEACON, 1, Des Voeux Road Central, Victoria, Hongkong, Solicitors for the Applicant.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship.

"ALDENHAM," Captain St. John George, will be despatched as above on WEDNESDAY, the 3rd March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

M.Z.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 12th February, 1909. [178]

BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "SUVERIC," FROM TACOMA, SEATTLE, VICTORIA, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents.

Hongkong, 12th February, 1909. [170]

## FROM EUROPE.

## THE H. A. L. Steamship.

"DORTMUND," Captain Malchow, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding the discharge will be landed at consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to sale.

All broken, chipped and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE.

Hongkong Office.

Hongkong, 12th February, 1909. [171]

## Intimations.

## HONGKONG JOCKEY CLUB.

## RACE MEETING, 1909.







COMMERCIAL

Table with 2 columns: Item, Price. Includes exchange rates for London, India, and various commodities like sugar and oil.

SHIPPING AND MAILS

Shipping and mail news including arrival and departure schedules for various ships and lines.

THE WEATHER

Weather report from Mr. F. G. Figg, Director of the Hongkong Observatory, detailing current conditions and forecasts.

Shipping

Detailed shipping news including ship names, destinations, and company information.

Departures

Shipping departure schedules for various destinations.

Per Carl Diederichsen, from Holbow - Mr. Relu.

Per Tamling, from Manila - Surg. J. C. Poirer.

Per Swire, from Manila - Mr. G. S. Stephens.

Shipping Reports.

Per Swire, from Manila - Experienced heavy N.E. winds, rough sea and overcast weather.

VESSELS IN PORT

Arrival and departure schedules for various ships.

THE WEATHER

Weather report from Mr. F. G. Figg, Director of the Hongkong Observatory.

Shipping

Detailed shipping news including ship names, destinations, and company information.

Departures

Shipping departure schedules for various destinations.

Table with 4 columns: Ship Name, From, Agents, Date. Lists various ships and their origins.

CHINA METEOROLOGICAL REGISTER

Table with 4 columns: Station, Bar., Therm., Wind, Weather. Meteorological data for various stations.

February 12th, 1909, a.m.

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Singapore, Penang and Bombay - Per Little.

Per Little, 15th Feb, 5 P.M.

Per Little, 15th Feb, 5 P.M.

Per Little, 15th Feb, 5 P.M.

Per Little, 15th Feb, 5 P.M.

Per Little, 15th Feb, 5 P.M.

Per Little, 15th Feb, 5 P.M.

Per Little, 15th Feb, 5 P.M.

Per Little, 15th Feb, 5 P.M.

VISITORS AT THE HOTEL

Table with 2 columns: Name, Address. Lists visitors at the hotel.

CRATIDORUM

Table with 2 columns: Name, Address. Lists visitors at the hotel.

Per Little, 15th Feb, 5 P.M.

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